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with the best materials and under
European superintendence at
THE DAILY PRESS' OFFICE.
Always pronounced equal to home
work, and prices very moderate.
PRINTING OF ALL KINDS at the most
moderate prices at
THE "DAILY PRESS" OFFICE.
All prints are ready and all work
superintended by Englishmen. Always
equal and generally superior to that
done anywhere else. Estimates given.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 12,615. 號五十一百六十二萬第

五月六日

HONGKONG TUESDAY, AUGUST 2nd, 1898.

二年期 純一月八日一千九百零八年二月二日

PRICE \$24 PER MONTH

NOTICE

Communications respecting Advertisements, Bills, etc., should be addressed to the Manager, and special business matters to the Managers.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until cancellation.

Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply will be limited to such as can be had.

Postage Address: Post Office, Hongkong.

P.O. Box No. 15.

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NEW ADVERTISEMENTS

BARD and RESIDENCE offered to one
or two Gentlemen in KOWLOON. Good
House, Tennis Court.

Apply to "A. B. C."

Care of Hongkong Daily Press Office.

Hongkong, 2nd August, 1898. [1607]

SUN TAK LOONG,
鑑德新

DEALER IN
TIN-MEATS, TIN-FRUIT, TIN-
POWLS, &c. & Co.

QUALITY EXCELLENT. PRICES MODERATE.

No. 144, Queen's Road West, Hongkong.

Hongkong, 2nd August, 1898. [1608]

NOTICE TO MR. GEO. WILLIAM.

PLEASE take Notice that you shall take
immediate delivery of your POSTAGE
stored in our GOWNS. Otherwise they must
be disposed of by the order of the Sanitary In-
spector, and we hold you responsible for any
expenses incurred.

CHINA MERCHANTS' S. N. CO.

Hongkong, 2nd August, 1898. [1609]

GOVERNMENT NOTIFICATION.

No. 330.

THE following Particulars and Conditions
of Sale of CROWN LAND by PUBLIC
AUCTION, to be held on the spot, on
MONDAY, the 8th day of August, 1898, at
3 P.M., are published for general information.

By Command,

T. SERCOMBE SMITH,
Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 23rd July, 1898. [1610]

Particulars and Conditions of the Letting by
Public Auction Sale, to be held on
MONDAY, the 8th day of August, 1898, at
3 P.M., by Order of His Excellency
the Governor, for the letting during the
Government, of One Lot of Crown Land
together with Building Material stacked
thereon, in the Colony of Hongkong, for
a term of 75 years.

NOTICE OF THE LOT.

Number of
Lot.

Boundary
Measurements,

Surface in
Acres, &
Dimensions in
Feet.

Land
Tax
Rate.

Up-to-Date
Rate.

Sectional
Plan.

NE. SW. SE. NW.

ft. ft. ft. ft.

INTIMATIONS

BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.
CEMETERY MEMORIALS.
Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. [2704]



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

SCOTCH WHISKY.

Per Case
1 doz.

A—THORNE'S BLEND, White Capsule	\$10.50
B—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.30
C—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark.	12.00
D—WATSON'S H. K. D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E—WATSON'S VIEY OLD LIVERPOOL SCOTCH WHISKY, Gold Capsule.....	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very old Old Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED.
WINE AND SPIRIT MERCHANTS.

Established 1841.

Hongkong, 14th June, 1898. [24]

NOTICE TO CORRESPONDENTS
Our communication relating to the news columns
should be addressed to the Editor, not to the
Correspondent, and must, as evidence of good faith,
be signed by the latter. A letter of instruction should be written on one
side of the paper only.

No anonymous signed communications that have
already appeared in our papers will be inserted.

Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only 1000 copies for
Carry Booksellers, Printers, &c. Postage 12c.
P.O. Box, 50 Telephone No. 12.

The Daily Press.

HONGKONG, August 2nd 1898.

We do not know how the House of Commons received the assurances of Mr. CURZON, Under Secretary for Foreign Affairs, with regard to the undertaking given by the Chinese Government not to code or otherwise alienate any of the provinces forming the Yangtze Valley. Mr. CURZON says that the British Government regard this as a definite and binding undertaking. He also informed the House that though the concession to construct the Peking-Hankow Railway had been granted to a Belgian Syndicate, China had assured Sir CLAUDE MACDONALD that Russia had no interest in the line. Whether or not the House were contented with this assurance we have yet to learn. So far as the integrity of Central China is concerned, we may be perfectly sure that the Chinese Government will not willingly cede an inch of territory in that portion of its dominions. To do so would be absolutely fatal to its continuance in power. It is one thing to part with provinces of Manchuria—that outside territory belonging to the Ta-tsing dynasty, and if they chose to sacrifice a portion of their inheritance China Proper cares comparatively little—but if a demand were made for territory in Central China there would be a clamour raised. Even the anathema Celestial would be roused at last. Chinamen as a body attach more value to Nanking, Soochow, and other cities of the Yangtze Valley than they do to Peking, and my attempt by a foreign Power to effect a permanent footing on the great river would be strenuously resisted. How far that resistance could be carried, however, is quite another matter. Under present conditions it could not without assistance be made effective against any one of the Great Powers, and if Great Britain wished to see the undertaking maintained in the face of hostile attack she would be compelled to assist to make it so. The value of the undertaking therefore is reduced very considerably by the relative impotence of China and the implied necessity, under certain eventualities, for England to bolster up this sick man of the Far East.

The assurance given to the British Minister by the Tsing-li Yamen in reference to the Peking-Hankow Railway is likewise of a conditional character. The statement was definite enough, but the Tsing-li Yamen are more notorious for concealing than for divulging the truth and it is perfectly conceivable that the statement was made on authority and yet not actually true in fact. Russians are not troubled with scruples; they have told us things before which were not true in actual fact. It is to be hoped, however, that now this line, which should by good rights have been made by British money, has been entrusted to a Belgian

Syndicate the concession to make out from Kowloon to Wu-chang will be promptly secured by British capitals. In this way only can we obtain equal privileges with the Continental Powers, and maintain our prestige in the East. All the assurances in the world are worth nothing compared with having a decided policy, knowing just what we want, and having a good idea of how we intend to secure it.

H. M. S. *Barfleur* arrived yesterday from Wei-hai-wei flying the paying off pennant. Her relief crew is coming out by the *Benkrum*.

Mr. C. Talbot Bowring was to leave Shanghai on Sunday last for Lohang to assume the post of Acting Commissioner of Customs.

The French Consul at Manila has gone to Saigon. It is probable a French contemporary says, that he will not return to his post until peace has been concluded.

The Chinaman who was sentenced to death for the murder of his wife is to be hanged tomorrow. It was at first reported that the execution had been fixed for Monday.

In a health notice issued by the Shanghai Medical Council the following passage occurs—Plies, meningitis, etc., carry disease house fly-screws should be always used over cooked food.

Among the passengers booked by the *India Maru*, which leaves for home to-day, Mr. W. Macmillan, assistant in the British Consulate, is en route in the Hongkong Volunteer Corps. Mr. Macmillan has been granted 12 months' leave.

The *Asiria du Poitou* says—Not for a long time have there been so many foreigners at Saigon as at present. Amongst these birds of passage are a number of Americans who are waiting, it appears, for the cessation of hostilities to go to Mania and seek their fortune.

The Government of India is making extensive experiments in the Deccan with a theory evolved by one of its medical advisers that the growth of sunflowers in manured soil is much more beneficial in the prevention of malaria than the eucalyptus tree. So far as can be judged, the results have been in every way satisfactory.

A recent visitor to the new German station at Kinshau says it is built as it was a future water-carrying place, a commercial port, and a naval station. The coal found in the vicinity of the station is of the best quality and has been tried and found equal to Cardiff, and no one, he learns, is more delighted with that than the German acquisition. Thus far as can be judged, the German acquisition has been in every way satisfactory.

A notification has been issued by Capt. King Hill, R.N., and Mr. Connel Hopkins, Commissioners for Wei-hai-wei, that no sales of land or the island of Lingding-yao or within the Inner Port of the mainland, made since the 24th of May last, will be recognised as legal, until it has been referred to the British Commissioner or Administrator for approval. What about recent transactions in the territory shortly to be taken over at Kowloon?

The *China Gazette* says—We understand that the tripartite of Messrs. Jardine, Matheson & Co. and Messrs. Butterfield & Swire have given permission to their employees on board the *India Maru* and China Navigation steamers to join the *India Maru* and the British Consulate General, to form a Committee to help the Chinese Volunteer Corps. Lieut. Carruthers, R.N., is in command of the Committee. The Committee has been formed to help the Chinese in their efforts to strengthen the strength of the naval and its commands, which already boasts some eighty members of a highly useful character and very ugly enemies for any mob to deal with. None of them were fined \$1 each.

As the *Kiang-pao* was coming down the River on her last trip, says the *N. C. Daily News*, the Chinese got out on deck and attacked the passengers with the intention of robbing them just as the next station was reached. Capt. Bassett mustered all hands and attacked the thieves in the boat that came alongside the station. On arriving at Shanghai, Capt. Bassett handed over his captives to the French police who recognised five of them as fugitives from justice. The *India Maru* obtained a receipt signed by Capt. Ki not being in evidence, his worship ordered first defendant to pay a fine of \$25, and the second one of \$20.

Seven Chinamen found guilty of being in unlawful possession of opium were fined—five of them \$3 each; the sixth, \$3; and the seventh, \$10. Another Chinese, for being in possession of 28 bags of raw opium without a certificate, had to pay a fine of \$125, or do three months hard labour.

Seven Chinamen for hawking their wares without a license were fined \$1 each.

A Chinaman was charged with the theft of five small pieces of brass, from the Kowloon Dock Co., with whom he had been employed a number of years. He was sentenced to 42 days hard labour.

The *India Maru* is supposed to carry 874. A signal to her is made by her to purchase 400 pairs of the Third Regular Artillery, making a total of 738 and leaving room for only 136 of the 359 Minnesota recruits, unless the artillery battery go with 150 men each instead of a battery. And even then over 100 Minnesota volunteers will be left.

The *India Maru* was supposed to have had room for the 1,025 men of the Seventh California in camp, but not for any others. She must now accommodate 435 officers and men from the Eighteenth Regt., consisting of headquarters and Companies C, E, F, and H of the Second Battalion; about 480 officers and men from the 12th Inf. Regt., consisting of headquarters and Companies D, G, and I of a new Second Battalion formed of the most experienced men from both battalions; fifty-four officers and men of the signal corps, and probably a total of forty-one from the company of engineers. This makes 868 men provided for and room presumably for nearly forty others above deck.

The *India Maru* is supposed to carry 874. A signal to her is made by her to purchase 400 pairs of the Third Regular Artillery, making a total of 738 and leaving room for only 136 of the 359 Minnesota recruits, unless the artillery battery go with 150 men each instead of a battery. And even then over 100 Minnesota volunteers will be left.

The *India Maru* is to take two battalions of North Dakota volunteers, and the *Neptune* will carry Major-General Macrill's staff, and a large force of clerks, messengers, and orderlies.

A division of 1,000 men is to be embarked.

The *India Maru* is to be armed with 100 guns.

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The *India Maru* is to be armed with

VESSELS ON THE BERTH.

CANADIAN PACIFIC RAILWAY COY'S

ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—15,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th Aug., 1898.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 1st Aug., 1898.

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 29th Sept., 1898.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA, to VANCOUVER IN 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and making connection at Vancouver with the CANADIAN TRANS-CONTINENTAL TRAINS of the Canadian Pacific Railway, which cross the Continent from THOM TIME PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with the Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The additional features of this Company's route combine its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unsurpassed.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 21st July, 1898.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.FOR PORTLAND, OREGON
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION CO.

STEAMER Tons. Captain. Proposed Sailing. STEAMER Tons. Captain. Proposed Sailing.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

"HAITAN."

Captain Hall will be despatched for the above port TO-DAY, the 2nd August, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 30th July, 1898. [1593]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

"TANTALUS."

Captain Hall will be despatched as above on

TO-DAY, the 2nd August, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, 1st August, 1898. [1275]

COMPAGNIE DES MESSAGERIES

MARITIMES
PAQUEBOTS POSTE FRANCAISFOR SHANGHAI, NAGASAKI, KOBE,
AND YOKOHAMA.

THE Company's Steamship

"SALAZIE."

Captain Seller will be despatched as above on

about TO-DAY, the 2nd August.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 27th July, 1898. [12]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY, AND TAMSUI.

THE Company's Steamship

"FORSOMA."

Captain Douglas will be despatched for the

above ports TO-MORROW, the 3rd August, at

DAWN.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 30th July, 1898. [1593]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, SARAWAK, AND
SOURABAYA.

THE Company's Steamship

"CHUNSAM."

Captain Buller will be despatched and above TO-

MORROW, the 3rd August, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 1st August, 1898. [1602]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES.MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG

COPTIC (via Siam).

Nagasaki, Kobe, In, SATURDAY, August
13, 1898, at Noon.

GAELIC (via Siam).

Nagasaki, Kobe, In, THURSDAY, Sept. 1,
1898, at Noon.

DOSCO (via Siam).

Nagasaki, Kobe, In, TUESDAY, Sept. 20,
1898, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 13th August, 1898, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call HONO-

LULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to Eng-

land, France, and Germany by all trans-Atlantic

lines of Steamers and to the principal cities of the United States or Canada. Rates and partic-

ulars of the various routes may be obtained

upon application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in service of China and Japan, and to

Government officials and their families.

Passengers who have paid full fare, rechar-

bering of Steamers for China or Japan (or vice versa) within one year, will be allowed dis-

count of 10 per cent. This allowance does not

apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to

address in full, and same will be received at the

Company's Office until FIVE P.M. the day pre-

vious to sailing.

General Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office, addressed to the Collector of Customs, San Francisco.

Passenger tickets will be received at this Office until

4 P.M. the day before sailing. The Contracts and

Values of all packages are required.

Particulars are to be obtained from the Com-

pany's Office, addressed to the Collector of Customs, San Francisco.

For Freight or Passage, apply to

DODWELL, CARILL & CO.,
Agents.

Hongkong, 25th July, 1898. [1562]

MOGUL WARACK, MILBURN LINE.

THE Steamship

"SIKH."

will be despatched as above on or about the

13th August, 1898.

To be followed by the

S.S. "MAGDALENE," on 1st Sept., 1898.

S.S. "GHAZEE," on 3rd Sept., 1898.

S.S. "CHAEZEE," on 3rd Sept., 1898.

For Freight or Passage, apply to

DODWELL, CARILL & CO.,
Agents.

Hongkong, 25th July, 1898. [1562]

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

STEAMER TO SAIL ON REMARKS.

SHANGHAI...About 5th August. Freight or Passage.

LONDON...Comdr. R. N. T. Hillard...Aug. 8th.

YOKOHAMA VIA NA...Comdr. R. N. T. Hillard, R.N.R....Aug. 8th.

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